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The Daily Press.

HONGKONG, SEPTEMBER 18TH, 1911.

The New Japanese Ministry has been received with a good deal of approbation, although for the most part it is a reproduction of the former Saito Ministry which came into power immediately after the close of the Russo-Japanese War. There are, however, three new figures, the appointment of one of which has excited much public attention. This is Mr. YAMAMOTO TATSUJI, who occupies the responsible post of Minister of Finance. Mr. YAMAMOTO, although he has had a large experience of financial affairs, has never held any Government position, and as it is mainly on financial questions that the new Cabinet will swim or sink the appointment may be regarded as somewhat of an experiment. The new Minister of Finance, who is 55 years of age, has had a good business training. He has occupied responsible positions in such large corporations as the Mitsu Bishi and the Nippon Yusen Kaisha, and later was connected with the Bank of Japan, attaining the post of Vice-Governor of the Bank, which he resigned in 1903. He has also been a Director of the Specie Bank, and at the time of his appointment as Minister of Finance he held the position of Governor of the Hypothec Bank. It will thus be seen that he has a good experience of finance and is in a position to accurately gauge the financial position of the country. Naturally, under these circumstances his

appointment is a popular one with business men. At the same time it is recognised that Mr. YAMAMOTO has a very difficult task before him, not only in continuing the adjustment of Japan's finances as undertaken by the late Ministry, but in preserving his position against numerous political enemies. He has never been a party man, and, indeed, seems never to have taken any part in politics, so that the attitude towards him of the party that now commands the majority in the Diet—the Seiyu-kai—is an unknown quantity. It is recalled that his resignation of the post of Vice-Governor of the Bank of Japan was owing to a disagreement with Viscount SONE, who is a powerful figure in the Seiyu-kai. However, Mr. YAMAMOTO has the business men of the country at his back, and as the downfall of the last Saito Ministry was due to its failure to placate this powerful section, it seems probable that should the new Cabinet fail it will not be through the fault of the Minister of Finance. The other new appointments are Baron ISHIMOTO, as Minister of War, and Mr. HASEGAWA, as Minister of Education. In regard to the former, Baron ISHIMOTO, although he enters the Cabinet for the first time, was Vice-Minister of War in 1903, and therefore has some experience of the duties. He has travelled largely in Europe and is popular with the army. His appointment, which hardly came as a surprise, is significant in one particular, and that is, that it separates the Ministry of War from the Governorship of Korea. Count TERASHIMA, who has so long held the two positions, has consented to retain the latter, so that Japan's Policy in Korea will suffer no change. Mr. HASEGAWA, who has accepted the portfolio of the Education Department, is an old politician, having sat continuously in the Diet since it was constituted and being at the present moment President of the House. His Parliamentary experience is therefore great, but whether it will be of any use to him in performing the delicate duties of the Education Department remains to be seen.

It may be noted that he fought under SATO in the rebellion which followed the Restoration and suffered imprisonment. The appointment of Baron UCHIDA, the present Ambassador to the United States, as Minister for Foreign Affairs, came somewhat as a surprise, as it was fully expected that the position would fall to Count HAYASHI, the former popular Ambassador to the Court of St. James. Count HAYASHI, however, appears to have preferred the post of Minister of Communications, in which he is expected to do well. Mr. MATSUDA, the new Minister of Justice, was the rather unsuccessful Minister of Finance in the last Saito Cabinet. The only Minister of the Katsura Cabinet who remains in office is Baron SATO, who has control of the Navy Department. Another interesting feature of the new Cabinet is the appointment of Mr. HARA to be Minister of Home Affairs and also to be President of the Railway Bureau, which has the management of the State Railways. The Railway Bureau, which was formerly attached to the Department of Communications, thus comes under the control of the Home Department, and, moreover, under the jurisdiction of a Minister who, when the nationalisation of the railways was first proposed, resigned his post in the Ministry of the time as a protest against what he considered a wrong policy. To the outsider Japanese politics form a difficult study, owing to the survival from feudal times of bonds of clanship, the existence of which is not now manifest. It is thus possible to find statesmen whose differences of opinion are apparently much the same as the differences between tweedledum and tweedledee arranged in opposite camps, while extremely diversified spirits are seen to cling together in an astonishingly unexplainable way. The mystery is only to be explained by an inquiry as to antecedents and feudal "clans" from which the politicians are drawn. It was to destroy the great evil of clan Government that the late Prince Iro established the great National party, the Seiyu-kai, and although it did not succeed, there are now signs that he did not labour in vain. It is recorded as a matter of note that the new Cabinet is drawn from no less than seven prefectures, or, in other words, from seven clans. Compared with the Cabinets in the past that were drawn from two or three clans only, this may be considered a distinct advance. It is hoped that the days of clan Government in Japan have finally departed.

The Chinese section of the Canton-Kowloon railway will be opened on Monday, October 2nd. Chinese officials are making arrangements in connection with the opening ceremony.

The Indian watchman who is alleged to have killed a coolie on the Li Koo wharf last week was placed before Mr. Wood at the Magistrate's on Saturday on a charge of manslaughter and remanded.

His Honour Mr. H. H. J. Gomperts, Puisne Judge, has been appointed to act as Chief Justice during the absence on leave of his Honour the Chief Justice, Sir Francis Pigott.

Mr. Wong Kwong-Sin, second interpreter of the Supreme Court, passed his examination in the Hakka dialect on the 9th inst. This is the third dialect he has mastered during the past three years.

Mr. So-King Ki, Police interpreter, has been appointed to act as third interpreter of the Supreme Court during the absence of Mr. A. J. Mackie, the third interpreter, who proceeds on nine months' leave on the 20th inst.

The body of a Chinese, about 37 years of age, which was found lying in Des Vaux Road on Friday, was removed to the mortuary. Another dead coolie was removed from Queen's Road East to the mortuary.

Harvest thanksgiving services took place at St. John's Cathedral and St. Andrew's Church, Kowloon. There were large congregations at both places of worship. His lordship the Bishop of Victoria preached at St. Andrew's in the morning from the words "Whatsoever a man sows that shall he also reap."

Yesterday, after a lengthy interval, the typhoon signals were hoisted. Those at Kowloon were exhibited at Signal Hill instead of from the Water Police Station as before. A warning yesterday received from Manila reported that the typhoon was near or over Balintang Channel moving W.N.W. To-day is the anniversary of the disastrous typhoon of 1906.

Messrs. Butterfield & Swire's house flag was at half-mast on the firm's ships in port yesterday owing to the death of Mr. S. G. Kennedy, one of the assistants in the office of the firm. Mr. Kennedy, who was transferred from Shanghai last Spring, had not enjoyed good health in Hongkong. About a month ago he went into the Peak Hospital suffering from pleurisy. He had practically recovered from this, but on Saturday his condition took an alarming turn, and he rapidly sank and died of heart failure. Mr. Kennedy was under thirty years of age, and his funeral at Happy Valley yesterday was marked by many manifestations of deep sympathy by his office colleagues and other friends.

The report of the Tungking Medical Mission Hospital and Policlinic near Canton states that during the year 736 patients (526 men, 210 women) were treated in the hospital, and 4,936 patients (2,891 men, 2,045 women) in the policlinic. There were 140 dispensary days with 11,714 consultations, an average of 84 patients each day. There was an average of 37 patients in the hospital each day, each patient being about 18 days under treatment. 1,251 operations were performed, 125 being under chloroform. Dr. Eich was in full charge of the hospital and dispensary. A lady doctor helped as in former years both in hospital and dispensary. There is a Chinese medical assistant and eight medical students, who proved to be a great help both in the hospital and dispensary. This Mission is associated with the Rhenish Mission Society.

CHINESE VERNACULAR PRIMARY EDUCATION BOARD.

By an order made by the Governor-in-Council, and published in the current issue of the Gazette, a Board of Chinese Vernacular Primary Education has been constituted to promote efficient Chinese vernacular education in the Colony, and to collect funds to supplement the Government subsidy. The Hon. Mr. A. W. Brown, C.M.G., has been appointed chairman, and the Hon. Dr. Ho Kai, C.M.G., Hon. Mr. Wei Yuk, C.M.G., Messrs. Lau Chu Pak, Chan Kai Ming and Ho Fook, members of the Board.

The funds at the disposal of the Board shall be expended:—(1) In grants to such Chinese Vernacular Primary Schools (hereinafter called "Chinese Board Schools") as may come under its supervision and control; (2) In payment of one or more competent Chinese scholars with experience of teaching to act as inspectors, examiners, and supervisors of the schools; (3) In such other ways as the Board may think advisable for the object in view.

The Board shall:—(1) Keep records of its proceedings, signed by the Chairman; (2) Keep regular accounts, and submit to the Governor an annual statement of income and expenditure, and of assets and liabilities; (3) Submit to the Governor, as soon after the 1st of January in each year as may be possible, a report of its operations during the preceding year, with a list of the schools under its supervision and control, and such details regarding them as the Governor may require.

The Board shall consist of the Registrar-General and Director of Education (ex officio), and of five or more Chinese gentlemen to be nominated by the Governor. Every member so nominated shall hold office for three years, but may be re-nominated. All questions shall be decided by a majority of votes, the Chairman having a casting vote in case of an equality. The Chairman will be nominated by the Governor. Any member who may be reported to the Governor by the Board as having, without good cause, been absent from three consecutive meetings, may be declared by the Governor to have ceased to be a member. Three private and one official members shall form a quorum for any purpose.

Such sum of money as the Governor with the consent of the Legislative Council may annually assign from the revenues of the Colony shall be placed at the disposal of the Board for the purposes of the Board. This sum shall be increased in any year if the income raised from other sources has considerably increased, but if the Governor be not satisfied that the grant for the previous year was wisely expended it may be reduced.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE SITUATION IN SZECHUAN.

Peking, September 17th.
Telegrams from Chungking state that the Viceroy has disbanded the unreliable troops at Chungking, Tzechow and Suiling, and that all is quiet.

The elders of Neusikeo, a large village near Chengtu, have reported to head-quarters that the rioters have burnt a number of houses, and that disturbances have broken out at Fuchow.

Two hundred troops are proceeding there. The Luchow Tootai states that the gates of Chengtu gates are opened twice daily to admit water and food.

A Wan-hsien telegram reports that there have been no disturbances, and that the officials have suppressed railway protest meetings.

A message from Wuchang announces that the first batch of troops left there on Friday, and that the third and last batch is expected to reach Ichang before the 24th instant.

[FROM THE "CHUNG NGOT SAN PO."]

CHENG TU CAPTURED BY RIOTERS.

Peking, September 17th.
The city of Chengtu has been captured by the rioters.

The Yamen of the Viceroy was burnt to the ground, and the Viceroy made his escape to Tzechow.

The Tartar-General, the Assistant-Tartar-General, the General, the Provincial Treasurer, as well as the Commissioner of the Commercial-Bureau, were killed.

The people of Kanchow seized all the telegrams and dispatches of the Government.

Heavy fighting occurred in Chu-Chow and Kiating.

Chungking is strictly guarded by the loyal soldiers.

There was no trace of the Commissioner of Education or of the Commissioner of Foreign Affairs.

In many districts the standard of rebellion has been raised.

[THROUGH REUTER'S AGENCY.]

A RESULT OF THE SHIPPING STRIKE.

Peking, September 16th.

As a result of the recent shipping strike, the Atlantic Steamship Companies have raised freight rates by 10 per centum from the end of September, and other increases are contemplated.

POSTAL EMPLOYEES' GRIEVANCES.

London, September 16th.

At a meeting held at Glasgow a campaign was inaugurated by the Postal employees of the United Kingdom to redress their grievances and to obtain increased pay.

Telegrams sent from many towns were read, declaring that the conditions of the service are intolerable. It was resolved to urge the appointment of a Select Committee of the House of Commons to inquire into the grievances.

THE RAILWAY COMMISSION.

London, September 16th.

The Railway Commission is now hearing the representatives of the Companies. Their evidence largely deals with objections to the recognition of the Unions, which it is alleged would undermine discipline, thus endangering the public. It would not prevent strikes, as the leaders would not be able to control the men, who would probably not infrequently repudiate an agreement concluded with them.

Many railways and Unions are not represented.

The majority of the measures which the Unions are now taking to increase their membership are described as an abrogation of the liberty of the subject.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

FRANCE AND GERMANY.

London, September 16th.

The newspapers write in a more hopeful tone with regard to the outcome of the negotiations concerning Morocco.

It is stated that the Bunsell Cabinet had decided to call out three classes of Reservists when a telegram was received from Berlin announcing that a Franco-German settlement was in sight.

LATER.

Reuter's correspondent at Berlin has been assured in official circles that the French reply is thoroughly satisfactory, and that an agreement has already been reached on a majority of the points which were hitherto still at issue.

Germany will send her rejoinder with the utmost despatch.

FRENCH DEFENCES A REAL POWER.

London, September 16th.

The French fleet has assembled at Port Vendres to close the manoeuvres with a great review to-day.

M. Deleasse, speaking at a banquet yesterday evening, said the country was now aware that it possessed in its Army and Navy a real power, trained and confident.

GREAT BRITAIN AND GERMANY.

London, September 17th.

A semi-official communique has been published at Berlin, stating that in reply to an inquiry the British Government has assured the German Government that Sir F. L. Cartwright, H.B.M.'s Ambassador at Vienna, did not make the statements attributed to him in the Neue Freie Presse of the 28th ultimo.

The Premier's assistant rushed to a side exit, but was seized by officers.

The Premier was hit below the left nipple with the first shot, while the second hit him on the hand and glanced off, wounding the musical conductor in the foot.

BIG BANK ROBBERY.

London, September 16th.

The New Westminster Branch of the Bank of Montreal has been robbed of £34,000.

The Bank's vaults were blasted open with nitro-glycerine, and the robbers escaped in a launch.

THE CANADIAN ELECTIONS.

London, September 16th.

Nominations closed for the Canadian elections yesterday. There are contests everywhere, except in one instance, where the sitting member, an anti-reciprocity Liberal, is unopposed. Though the reciprocity question is the issue throughout the English-speaking Provinces, it is believed that the result will largely depend on whether the French Canadians' dislike of the Canadian Navy will overcome their reverence for Sir Wilfrid Laurier, indications of which are daily becoming stronger.

THE JOHNSON-WELLS FIGHT.

London, September 16th.

The licences of the Earl's Court Exhibition, who were informed by the Chairman of the London County Council that if they allow the fight to take place there they will seriously imperil their licence, have replied that they are unable to alter the arrangements. They point out that similar contests at the Olympia and elsewhere have not affected the licences.

AVIATOR'S LAST FLIGHT.

London, September 17th.

The aviator Nieuport, while participating in aeroplane manoeuvres, fell and was killed. He received the Legion of Honour on his death-bed.

OBITUARY.

London, September 17th.

Mr. G. H. Verrall, a former member of the House of Commons and a prominent member of the Jockey Club, is dead.

LORD KITCHENER BOUND FOR EGYPT.

London, September 17th.

Lord Kitchener has left for Egypt. He was accorded an enthusiastic send-off from the station, where large crowds assembled. A guard of honour consisting of Boy Scouts was drawn up.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE ATTEMPTED ASSASSINATION OF RUSSIA'S PREMIER.

London, September 16th.

After being taken to hospital, M. Stolypin sent a message to the Tsar saying he was ready to die for His Majesty.

The ball from the revolver entered M. Stolypin's body, beneath the sixth left rib and embedded itself below the twelfth, near the spine.

M. Stolypin spent a restless night, but some improvement was reported later, and he was able to sleep for four hours.

LATER.

Telegrams from Kieff give details of the affair. It appears that during an interlude between the acts of the play, M. Stolypin was leaning over the ledge of a front seat when a well-dressed young man approached and fired twice at him from a distance of two paces.

M. Stolypin at once put his hand to his chest and fell back into his seat.

The wounded Premier was then carried out amid shouts of indignation from the audience, amid which the Tsar advanced to the front of his own box.

The artistes then joined in singing the National Anthem, kneeling on the stage, the public joining in most heartily and giving His Majesty an ovation until he left, accompanied by his daughters.

The Premier's assistant rushed to a side exit, but was seized by officers.

The Premier was hit below the left nipple with the first shot, while the second hit him on the hand and glanced off, wounding the musical conductor in the foot.

SUCCESSOR APPOINTED.

LATER.

M. Stolypin's condition is satisfactory. No complications are feared. M. Kokovtsov has been appointed interim Premier.

LATER.

Bogrov will be tried by court-martial on the 20th inst.

ASSAILANT'S INGENUITY.

London, September 17th.

Bogrov, the Jew, it is now established, was agent at Kieff for the political police, whose confidence he had gained. He was really a Terrorist, and was actually entrusted with the guarding of the Premier. He declared under examination that he intended to make an attempt on the life of a more exalted personage, but was deterred by fear of a pogrom.

CHOLERA AT MECCA.

London, September 16th.

Reuter's correspondent at Constantinople stated that cholera has broken out at Mecca and Medina. The outlook is most serious in view of the approaching pilgrimage.

THE WRECKED "FIFESHIRE."

London, September 17th.

From the story of the third officer of the Fifeshire, who has arrived at Plymouth, it is practically certain that her missing boat is lost.

A NEW KNIGHT.

London, September 17th.

The King at Balmoral knighted Mr. Askwith, K.C., of the Board of Trade, and invested him with the Commandership of the Bath.

MOTOR FATALITY.

London, September 17th.

At Syracuse, New York a Knox car driven by Lee Oldfield during a fifty mile motor race at the State Fair crashed through a fence and ploughed into the crowd, killing six and wounding 14. Oldfield was uninjured.

EXPLODER'S DEATH.

London, September 17th.

Mr. Edward Whympere, F.R.S.E., the well known explorer, has died at Chamounix.

THE HOME RULE CAMPAIGN.

London, September 16th.

Members of the Eighty Club are touring Ireland in connection with the Liberal Home Rule campaign.

Mr. Redmond gave a reception to the visitors last night. He said they would find Ireland transformed. It was no longer a distressful country: its people were alert, self-reliant and confident of the future.

RANDOM REFLECTIONS.

We have reached the dog days again. Little of moment has taken place in the Colony during the last week, and local events have received small space in the newspapers.

Without doubt there are few places in the world where so many different new year celebrations take place as in Hongkong. The Festivals have commenced already, and the closing of their places of business on Wednesday reminded people of the Zoroastrian New Year. The Jewish and Mohammedan festivals follow next month, then comes our own, and finally the Chinese New Year. Probably there are one or two more, but these are sufficient to show how widespread are the beliefs and ideas of the many races and nationalities and religions which flourish in our midst.

The present generation has doubtless become reconciled to the croakers who describe it as degenerate. It has been told that it is physically unfit, that it is not so strong and robust as its predecessors, and I doubt if it is prepared for the shock that it is also becoming ugly. Teeth specialists have come to the conclusion that owing to the fact that our teeth are not equal to the duty performed for past generations the result is a change in the formation of the jaws which destroys any vestige of beauty the race may have possessed. That is not the exact phraseology of the pundits, but it illustrates their meaning. However, there is comfort in the reflection that ugliness is only a question of comparison, and where all are ugly some may appear to be beautiful.

The Press has made us acquainted with the scarcity of rice which is pressing so hardly on the Chinese population. The native population of Hongkong is not much better off than their compatriots on the mainland, and there is already a considerable outcry about the enhanced price of the staple food. Many who live on the verge of starvation have been rendered completely destitute, and the need for timely assistance is very great. The Chinese charitable organisations will doubtless help as many as they can, but the present seems an opportune moment for calling upon some of those funds which are lying idle waiting for the occasion to arise to demand their disbursement.

The remedy suggested by certain Chinese in Hongkong who discussed the question that the Government should be asked to temporarily prohibit the exportation of rice from the Colony is one that cannot be entertained for a moment. It is one of the favourite schemes of provincial people in China, but it cannot be applied in Hongkong, which, after all, is only a market place where rice is brought to be bought and sold. The Government reply to the suggestion has not been made public so far as I am aware, but it requires little prescience to anticipate its nature.

It was learned with regret by those interested in aquatic sport in Hongkong that a team from Shanghai was not to compete here this year for interport honours. The first two meetings, here and Shanghai, were so successful that it was hoped by many that interport swimming would become an annual event. Let us hope it may, and that the failure this year to pull off an interport match here will be followed by many successful annual meetings.

Another reason for regret is the fact that Shanghai hoped to raise a very strong team for the proposed visit, so that they arrived we should have witnessed some exceptionally good swimming. Their team would probably have included Mr. D. E. M. Drummond, a swimmer who has established in Shanghai the reputation which he made in Yokohama, by defeating Mr. R. W. MacCabe in a 98 yards race, which he completed in 66 seconds, a record for Shanghai. According to the Press reports of the race the winner was not "extended." It would have been interesting to watch Drummond and Logan competing for interport honours.

"As the old cock crows so the young one learns." The workers in Great Britain have been dislocating the trade of the country by going on strike, and no sooner are their grievances remedied and normal conditions restored than we learn that the strike habit has been acquired by the youth of the country. School children have gone on strike demanding a week, by half holiday and less caning. Check is sometimes admired and sometimes it isn't. This is an occasion where it cannot be admired. It is to be hoped that the youngsters will learn to appreciate a firm guiding hand, one, too, that will not spare the rod and spoil the child.

It must have been a shock to not a few readers to learn that two sharks had been caught at Tai-po. I have heard that small specimens have been seen out there for some time, but little or no importance was attached to the report. Now that Tai-po is being boomed for bathing facilities it will be as well to know whether they constitute any real danger. Probably the sharks that have been caught have been hooked fairly well out to sea, but all the same it is well that bathers should know the risk they run by entering the water there.

I have always understood that story about a thief entering the Court-room while the Judge was sitting, and removing the clock "for repairs" had its origin in Hongkong, but I see in the Strand Magazine that this distinguished piece of audacity is claimed by Dublin. The writer in the magazine, however, mentions that the incident is said to have happened in Hongkong and also in an American town. Perhaps great minds among thieves, as many philosophers think alike sometimes, but I fancy if the stories were thoroughly investigated, it would be found that if this trick was really played in Dublin or the American town, the perpetrators were indebted for the idea to the "Leather Chinese" of Hongkong, for the Chinese thief has long had a penchant for clocks.

RODERICK RANDOM.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

Canton, September 15th.
RAILWAY TROUBLE.
H. E. the Viceroy by no means agrees with the proposal of the government to redeem the Canton-Hankow Railway by paying only 60 per cent in ready money and leaving the rest to be paid later. He has expressed a strong opinion that the Government should pay the full value of the shares at once. In a recent memorial to Peking on this question his Excellency asked to be removed from his post if his views were thought unwarrantable. In the meantime there appears to be not the slightest unrest in this province regarding railway matters and no movement in sympathy with that in Szechuan has taken place.

MONEY TROUBLES.
Money is still very tight here and many of the merchants and bankers are being hard put to it to keep their businesses running. A number of the most influential traders have come forward to ask the Viceroy to raise a loan of \$3,000,000 to ease the pressure in local commercial circles. The Viceroy has given his consent to the scheme, and the matter is to be put into the hands of the Taotai of Industries for arrangement. A meeting relative to this matter was held yesterday in the chamber of commerce.

GAMBLING.
The Viceroy had been informed that a military officer of the Chiu Chow Prefecture has opened a gambling house for the purpose of inducing families to gamble. Investigation proved that it was not the man himself but his father who had opened the house. The Viceroy is of opinion that as the officer's family has been disgraced by this action he ought to be removed from the army, and he has petitioned the Army Board at Peking to this effect.

A QUESTION OF NATIONALIZATION.
Some days ago I reported that a man named Tam had refused to plead in the Chinese court here, giving as his reason that he was a British subject and therefore amenable only to British law. The Diplomatic Commissioner to some extent supported the man's claim and the matter has now become so complicated that the Viceroy has had to refer the whole matter to Peking and ask for instructions. In the meanwhile the man remains in custody.

NO SALARY.
There has been a great to-do in the office of the Hung Chai Wine Monopoly office, and investigation has proved that the foks attached to this firm have received no salary for several months, and so a public meeting was held to protest against the bad methods of the company. One of the monopolists appeared on the scene and said that the public had no right to interfere with the conduct of the company. This made the audience very excited, and the man was badly hustled and ultimately taken to the police station. It is said that over \$5,000 is owing to the foks. An arrangement has now been made whereby they are to receive full pay for the 2nd, 3rd and 4th months and half pay for the 5th 6th and intercalary moon.

EXECUTION.
Yesterday three notorious criminals were taken from Nam Hoi Gao to the Execution Ground and there beheaded. As these men had been extradited from Hongkong, the British Consul was notified of the execution.

A STEEN MOTHER.
A widow living in Homan had a son who was a worthless young rascal, so she named him of unbridled conduct, and at her request the youth was sent to goal by the Magistrate. Some time ago his term expired, but the mother sent in a petition to have it extended, which was done. He is due to come out in a few days, and now his mother has petitioned again to have the period of his incarceration still further extended.

WEDDING.
A Croydon paper publishes the following account of the marriage of Mr. W. W. Weston, architect, who left Hongkong in the Spring on a visit to England.

At All Saints' Church, Kenley, the wedding of Constant Mary Ascroft, youngest daughter of the late Robert Ascroft, of Sedgley Hall, Lancashire, and of Mrs. Ascroft, of "Morven," Kenley, with Wray Wilkins Weston, eldest son of the late George Weston, of Thames Ditton, was solemnized. There was a large congregation and the Vicar of Whyteleafe officiated. The altar was decorated with vases of lilies, and the chancel with groups of lilies, marguerites, palms, etc. The bride was attired in ivory satin, trimmed with needle-run lace and crystal embroidery. She also wore a chaplet of white leather and a full veil and carried a bouquet of carnations and henners. The bridesmaids, the Misses Doris and Nancie Ascroft, cousins of the bride, were dressed in embroidered muslin and leghorn hats lined with pale blue and trimmed with La France roses. They carried bouquets and bouquets of pink carnations, the gifts of the bride and bridegroom. The bride's mother's costume was of mauve satin, veiled grey chiffon, with silver embroidery, and she wore a lace toque with black feathers. The bridegroom's mother was attired in black satin, relieved with white. The service was partly choral, Mr. Douglas Clark (a friend) presiding at the organ. The bride was given away by her brother, Mr. Gordon Ascroft, and Mr. Frank Weston, brother of the bridegroom, acted as best man.

After the wedding, a reception was held at "Morven," Kenley. There were about 100 guests, and the Pitman's Blue Viennese Band contributed to the entertainment.

Mr. and Mrs. Weston are now at Calgary, Canada.

KING MANUEL'S INDEBTEDNESS.
The Lisbon Government now claim to have ascertained the total indebtedness of the Royal Family. King Manuel is said to be responsible for over £2,000,000, and the Government will therefore withdraw the monthly remittance of £666, as his property is only valued at £1,000,000. The King of Italy is said to have been asked if he would be willing to pay Queen Maria Pia's part of the indebtedness amounting to £500,000, but his Majesty apparently replied in the negative.

A WEEK'S JOURNEY DOWN THE UPPER YANGTZE.

FROM CHENG TU TO CHUNGKING.

Perhaps at no time does one appreciate so much the benefits of civilized European life as one does when travelling in Western China. Whatever facilities in the way of railways and steamboats are to be found at the coast, means of communication in the West are in the same state that they were two or three hundred years ago, and anyone making a journey must do so, either by chair or horseback. Railways, of course, are talked of, and the unhappy Ch'uan-Han Railway Company, whose object it is to construct a line from Ichang to Chengtu, has now been forced before the public attention and in consequence of the railway riots at the latter city. It will, however, be many a day before it will be possible to travel by train in Szechuan.

The river is the main highway, and anyone having to travel usually prefers, if possible, to adopt that route, rather than endure the discomforts and unpleasantness of Chinese inns. Going up-stream, one is towed by a small army of "trucks" on a down-river journey, the crew saving their oars perfectly in order to keep storage way on the boat, but the real motive power is the current. A journey made last year from Chengtu, the capital of Szechuan, to Chungking, a considerable Treaty Port, will illustrate the difficulties and pleasures of this mode of transit.

The first difficulty is met with before one starts: a boat must be hired. A coolie is sent down to the principal wharf, and he returns with the cheerful news that there was a beautiful boat, new, clean, not too large, and perfectly adapted in every respect, but it left yesterday. Now, there are no houseboats remaining, but only open boats with a bamboo-matting shed (amidships). You then tell him that yesterday you saw "several tons" of houseboats at the wharf (the last time you were there was a month ago), and that you want one of those. The coolie roars again, and in due course returns, saying, "Yes, there are plenty of junks there, but some are unloading cargo, some taking on supplies, some undergoing repairs," and so on. The outcome of it all is that there is only one junk willing to go down to Chungking (the suspicious European says that there was one junkmaster who used palm-oil more liberally than did the rest), and the lowest price for which it can be engaged is Taels 150, or, say, £19. You have the junkmaster brought round, and tell him that the proper price for a junk to Chungking is \$70 (Mexican), but in consideration of the poverty of his aged mother you will give him \$100 (£9). Then starts the long bargaining process, inevitable in China. Each side yields a little, and each side, by constantly changing the basis of bargaining from taels to dollars and from dollars to cash, hopes to gain slightly better terms than the other intends to agree to. Each side in turn gives up the business in feigned disgust, but finally you get your boat for about £11, two-thirds of which has to be paid down before a start is made.

It is not necessary to spend so much money and take a houseboat, but everyone who values his comfort would, if possible, do so. A junk can be hired for a quarter of the sum, but the accommodation it offers is scarcely such as one would choose to be confined to for a week. The ordinary houseboat consists, for half its length, of an open deck, on which the crew ply their oars by day and sleep by night. The after part of the boat is mostly covered with superstructure. First come the passengers' apartments, consisting of three cabins, each being about 8 feet square and 7 feet high. Then comes the waist of the boat, where the passengers' cooking galley is usually installed, and where the steersman stands. On the elevated stern is another little room, occupied by the master, or laopan, and a figure of the appropriate protecting deity. The floor of the cabins is in movable squares, and below it is the hold, divided into sections so that, even if one is leaking, the others remain watertight. Even though the accommodation is limited, one can be quite comfortable. Each cabin has sliding glass windows and also wooden shutters; the windows are usually decorated with specimens of Chinese art. The laopan provides chairs and tables, but these are built according to Chinese standards of comfort, so the experienced voyager prefers to use his own.

The start from Chengtu is made to the accompaniment of a discharge of crackers—a feature inseparable from any special event. Travellers usually choose to make their start in the evening, and just drop below the shipping on the first day. By so doing, they make sure that the crew are all on board, and that there will be nothing to prevent their making the real start at daybreak on the following morning. It also enables them to send their servants back for any article that has been forgotten. Accordingly, half an hour from the start finds the traveller tied up (no boats anchor on the upper river) at the Thunder-god Temple—a favorite summer resort for the youth and beauty of Chengtu. No sooner is the boat tied up than the crew proceed to make themselves comfortable for the night by erecting a matched over the open deck. The bamboo mats and poles for these are carried by day on the roof of the cabins, and the mats are extremely useful in rainy weather, for the cabin roofs are, as a rule, not very water-tight. No sooner is their shelter put up than the crew hurriedly shovel down their allowance of rice, and then, wasting no time on vain ablutions or on changes of raiment, coil themselves up on the deck and sleep. So closely are they packed that it is difficult to walk across the deck at night without disturbing some of them.

In the morning, at daybreak, the passenger is awakened by an unearthly noise over his head—the sailors have taken down their matched and are packing away the mats and poles on the cabin roof. If he goes out on the deck now, he will find that to speak of the Chinese as an unwashed race is a slander; the crew are all performing their toilets in buckets of water dipped from the river, and this in the open air in December. Does the average navvy do more than this? Then the chief—who seems to be always the most amusing character on the boat, and a sort of licensed jester—starts the day's cooking. In the middle of the forenoon is an undocked portion, in which is set up a stove of hardened clay, and on this stands all day a round iron pan, about a yard in diameter, in which the whole of the culinary operations for the crew are performed. If rice is not being steamed, water is being boiled, or vegetables prepared, or, in very festive seasons, pork or chicken is being stewed. The crew, it may be mentioned, are fed at the laopan's expense. It supplies them with three plain meals a day, but "trimmings" they have to provide themselves. They usually stipulate, too, in their agreement for the voyage, that at some fixed point the master shall give them each half a cant (about 10 oz.) of pork.

For the first few miles from the start, one is passing through the suburbs of Chengtu. The Chinese regard the almost continuous succession of houses as a series of villages, each of which has its own name, but practically they are merely the extramural outskirts of the city. During this portion of the journey, too, the river is crossed by numerous bridges, substantially built of sandstone, and in good repair. In this section, and for 35 miles, the river is known as the Fu Ho (River of the Prefecture of Chengtu)—and is a tributary of the Min, which itself is a tributary of the Yangtze. The waters here are extremely shallow—not more than 4 feet deep. I thought my houseboat looked top-heavy, and suggested to the laopan that perhaps he had better take on some ballast, but he explained that there was so little water in the stream that it was necessary to sail light—before the day was out we proved the truth of his words, for, light as we were, drawing not more than 2 feet, we ran aground on a shingle bed. Several of the crew immediately divested themselves of their scanty raiment, jumped into the water, and, getting their backs under the boat's side, gradually worked her off. When we tied up for the night at the entrance to the Min, we took on a cargo of sugar-cane and rice, which was to serve as ballast and also to be sold by the laopan at Chungking for his own personal profit.

As it was the low-water season, running aground became rather too common an incident. Fortunately, running aground in this way necessarily happens in shallow water, so there is no danger, but it tends to become rather tiresome, especially as on one or two occasions it took a couple of hours to get free again. What is far more exciting, and a little dangerous, is shooting rapids. These abound on the upper river, but there are only a few that are in any way comparable with the big ones that are found between Ichang and Wan Hsien. The worst on the Chengtu-Chungking trip is the Ch'ia-yi-tzu. Small boats are able to avoid this altogether by taking another branch of the stream, but the more unwieldy houseboat has to face its full fury. It might come as a surprise to some to see the waves into which the stream is lashed; there is a sharp bend in the middle of the rapid, so that a cross current is formed, resulting in a reproduction of a choppy sea. As she took the rapid, the boat rolled and tossed as though in the Bay of Biscay—now she was on the crest of a wave, now diving into the trough, and occasionally the water would break right over the square bows. It is in situations such as these, calling for perfect co-operation, a ready eye, and a prompt mind, that the good qualities of the Chinese boatman assert themselves. The crew ply their sweeps with unrelenting vigour, and the pilot knows the exact moment at which it is necessary to swing the helm round in order to avoid both Seylla and Charybdis. A mass of Chinese at work usually seems unorganized and in confusion, but when a boat is going through a rapid, each man knows what to do, and does it.

Perhaps one of the most fascinating features of the river journey is the contrast between the two or three minutes of wild excitement during the passage of a rapid, and the absolute calm that may occur immediately after, when the crew are resting on their oars after their exertions, and the boat drifts slowly down some quiet reach. With the sun touching with silver every ripple of the slate-coloured water, and with the red, verdured, sandstone cliffs, the whole scene becomes idyllic. For anyone whose nerves can stand the excitement of going up and down rapids, with a very occasional wreck, the Upper Yangtze would be a delightful venue for a holiday.

The distance from Chengtu to Chungking is about 440 miles, in which distance one passes 61 villages, 10 towns, and 3 cities—Chia-fing, Suifu, and Lu Chou. Each of these is situated at the junction of two streams, Suifu being at the point where the Min joins the main stream of the Yangtze. The Chinese, it may be noted, regard the Min as the main stream, partly on account of its navigability, and partly because of the importance it derives from its proximity to the provincial capital. The Yangtze, again, is here known as the River of Golden Sand (Chin-sha Chiang); below Chungking, it is the Ch'iao Ho (Szechuan River); further down, it is the Great, or Long, River (Chang Chiang); and only during one small section of its course to the Chinese call it Yangtze Kiang. But names of rivers are always a source of confusion in China. There can, however, be no doubt as to which really is the main stream of the two that join at Suifu. The Min is slate-coloured (sometimes emphatically called silvery), and the Chin-sha is dark and muddy; when the waters of the two meet, for

one brief second there is a line of demarcation between them, and then the Min is swallowed up and lost in the mass of the Yangtze.

Even during the course of so comparatively short a journey, there are not wanting signs of the wave of progress that is sweeping over the land. Every one of the 13 towns and cities passed has its police (of doubtful efficiency, however), and its opium refuge. But the most recent, and perhaps the most genuine, improvement, is close at hand all the time in the shape of one of the boats of the river police. This portion of the river used to be the haunt of pirates, and even now, one frequently sees, painted on a prominent rock, characters warning captains against tying up for the night except at a town or village. A few years ago, the boat of an English missionary was attacked by some of these robbers, and they were only driven off by the use of firearms and after at least one of their number had been killed. To put a stop to this, a police force was established a couple of years ago. Every ten miles or so a patrol boat is posted; on this is a crew of four soldiers armed with rifles, and these escort the traveller through their "beat," and then hand him on to the care of the next station. According to native accounts, this force has already justified its existence, and has arrested several notorious criminals: as far as my own observation went, they are a well-chosen body of men, of excellent physique, and also very handy in the navigation of their craft. Their arms also are well kept, and there seems no reason why this institution should not prove to be a success, and a real boon to the shipping community of the upper river, with its large and valuable carrying trade.

An even greater boon, however, would be steamboat communication, at least as far as Suifu. The little boat Skutung has now shown that it is possible, in present circumstances, to run regularly between Ichang and Chungking during nine months of the year, and the journey to Suifu would present no additional difficulties, while opening up a considerable market. But, to those who have journeyed up and down the river by houseboat, the advent of steam must be a cause of regret. Apart from the fascination of the idea that 300 years ago one would have been making the journey in just the same way, there are many positive pleasures in the picnic life one leads. Moreover, the more leisurely rate of motion gives greater facilities for enjoying the superb scenery, for learning a little of the life of the Chinese, and for making a closer acquaintance with the productions and possibilities of the country passed through. But the hurrying West has invaded the leisurely East; trams and motor cars are ousting sedan chairs; and the houseboat must, in due course, go the same way, though many may think the loss greater than the gain. Picturesqueness and romance vanish, and, instead, "progress" is recorded. So changes China.

NOTES FROM KIA-YING-CHAU.

(FROM OUR CORRESPONDENT.)

September 11.
It rained almost incessantly the first four days of this month. The flood which resulted did no great damage here and the waters did not reach as high a level as they did two years ago.

Rev. C. E. Bousfield and family were spending the summer in the mountains some ten miles from the city and in full view of it. The storm drove the rain through the frail structure which sheltered them, then had them, soaked their bedding and belongings and drove them to take shelter in a Chinese house in time to escape being caught when the building in which they had lived finally collapsed.

At Sin-pu, a market town on a stream emptying into the river some twenty miles below here, the waters of the flood came into the second storey of the highest buildings. Seven or eight persons were drowned. The high waters did great damage at T'chung-k'ou, thirty-five miles down the river from here. Forty persons are said to have been drowned and twenty or thirty shops collapsed.

Messengers leave here every day for Chau-chau and nine have gone down since the last mail arrived from the Fu. We hear that the embankments just above the city gate way and the waters inundated thirteen villages, drowning thousands of persons. These rumours often correspond to the facts even though one can not substantiate them at the time.

The man who attempted to assassinate Admiral Li was indeed a Hakka and his home is only a few miles from this city. However, like the assassin of the Tartar General, he left home at an early age and while abroad came under the influences which prepared them both for the dreadful deeds they attempted.

Our new magistrate is proving himself a very capable official. He is a young man from Foochow, and came here from the district of Sunping. Coming into conflict with the gentry of the place he took such prompt and vigorous measures that they have given him a free hand since. He has cleared up arrears of cases, executed several criminals and put a stop to the growing lawlessness.

STRANGE INDUSTRIES.

Writing from Tsinchow in the Kansu Province of China, a writer in the N. C. Daily News says:—In Taobow I saw some strange industries. One was the keeping of large stags as big as a fair-sized horse, reared for the sake of their horns, which are cut off every summer and sold for as much as Tls. 60 for use as medicine. The horns are soft, and the softer it is the more valuable the horn is called. The other was the raising of the Machi, a sort of large pheasant, the tail feathers of which are very valuable, as they are needed for the dress hats of mandarins. Timber is very plentiful in this district, and is sent away by raft to all parts.

TOO MUCH MONEY.

WIFE'S GRIEVANCE.

A new version of the Ibsenite problem of "The Doll's House" is occupying the attention of the Chicago courts, where Mrs. Louis A. Bryan, wife of a well-known millionaire, appeared in the part of a modern Nora and applied for a separation from her husband.

Mrs. Bryan, who is fifty-seven years of age, does not oppose the application, though he professes undying devotion to the young wife who has deserted him. "I can only say," he testifies, "that I did the utmost to hold the love of Mrs. Bryan. When I married her nearly a year ago I gave her \$8,000 a year to spend as she chose. Sixteen motor-cars were at her disposal. I intended to indulge in no recriminations, and shall always provide for her."

Mrs. Bryan, aged twenty-seven, declared that money was the cause of their domestic troubles. "If Mr. Bryan had been a poor man, I believe we could have lived together. I had been a poor bookkeeper before I became his first wife's companion, and he had always known the power of wealth. After he married me he became overbearing. I was his doll. He wanted to choose my clothes for me and parade me before his friends. I could not endure it, so I left him."

Mrs. Bryan narrates as an illustration of her husband's unbearable opulence that she lost \$500 worth of goods in a train. Instead of being angry, Mr. Bryan stopped at the nearest town and purchased \$2,000 worth of fresh jewellery to replace the lost goods, and continued the journey as though nothing had happened.

INTIMATIONS

BROWNING'S OLD TOM GIN.



An Ideal Drink for Summer.

SOLE AGENTS:

H. RUTTONJEE & SON,
WINE & SPIRIT MERCHANTS.

Chas. J. Gaupp & Co.

Have Just Received a New

Selection of Goods from

MAPPIN & WEBB,

LONDON,

Comprising:—

SILVER CUPS,
PRESENTATION PLATE,
TEA SERVICES,
&c. &c.
PRINCES PLATE,
TABLE WARE,
CUTLERY,
FISH KNIVES and FORKS,
DRESSING CASES with
SILVER FITTINGS,
LEATHER HAND-BAGS,
and WALLETTS,
RAZORS.

BROCKETT'S PRIVATE HOTEL,
FOOCHOW.

WITHIN two or three minutes' walk from the Band, under New Management. Excellent Cuisine. Every Attention. Terms Moderate. House-boat trips and other excursions arranged up the river Min, which is unrivalled for beauty in China.
J. BLACK,
Manager.

1155]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that time the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12. Telegraphic Address: Press Codes: A.B.O. 5th Ed-Lieber's.

NEW ADVERTISEMENTS

VICTORIA SKATING RINK.

THE NIGHT OF THE SEASON.

SATURDAY, 23rd SEPTEMBER, 1911.

BOXING! BOXING!

MONSTER PROGRAMME.

15 Rounds

IRON BUX v. KID MARRIOTT.

for the

Bantam Championship of the Orient.

15 Rounds

SAPPER MILES, v. CORP. CHAMPION.

H.F.

Army and Navy Light-weight Champion.

Afternoon.

8 Rounds

SHEPHERD COAKER, v. Pte. POTTER.

H.M.S. "KENT".

K.O.Y.L.I.

8 Rounds

Pte. SMITH, v. STOKER HIGGINS.

K.O.Y.L.I.

H.M.S. "KENT".

4 Rounds

LI HUNG CHANG v. Young J. JOHNSON.

J. DEMPSEY.

Referee.

Commencing at 9.15 p.m., sharp.

POPULAR PRICES:

Ring-side \$5, Stalls \$3, Gallery \$1.

Late Trains to the Peak.

Plan and Bookings at ROBINSON PLANO Co.

Hongkong, 13th September, 1911. [1160]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON

AUSTRALIA, INDIA, ADEN, EGYPT

MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AMERICAN AND SOUTH AFRICA

PORTS.

THE Steamship

"ASSAYE."

Capt. G. W. Cockman, R.N., carrying His

Majesty's Mails, will be despatched from

this for Bombay, on SATURDAY, the 30th

Sept., 1911, at Noon, taking Passengers and

Cargo for the above Ports in connection

with the Co.'s s.s. "MALWA," 11,000 tons,

from Colombo, passengers' accommodation,

in which vessel is secured before departure

from Hongkong.

Silk and Valuables, all Cargo for France,

Tea and Cargo for London (under arrange-

ment) will be transhipped at Colombo into

the mail steamer proceeding direct to

Marseilles and London, other Cargo for

London, &c., will be conveyed via Bombay

by the s.s. "PERSEA" due in London

on the 14th Nov., 1911.

Parcels will be received at the Office

until 4 p.m. the day before sailing. The

contents and value of all packages are

required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 13th September, 1911. [1161]

AMERICAN AND MANCHURIAN LINE

NOTICE TO CONSIGNEES.

FROM NEW YORK

THE Steamship

"MATOPPO."

Captain W. H. Dorman, having arrived from

the above Port, Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Ltd., Kow-

loon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to

be left in the Godowns, where they will be ex-

amined on FRIDAY, 22nd inst., at 10 A.M.

All Claims must be presented within fifteen

days of the Steamer's arrival here, after which

date they cannot be recognized.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 22nd inst. will be subject

to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 16th September, 1911. [1157]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID,

SUEZ, ADEN, BOMBAY, COLOMBO,

PENANG AND SINGAPORE.

THE Company's Steamship

"AUSTRIA"

having arrived, Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company, Ltd.,

Kowloon, whence delivery may be obtained.

The Steamer brings Cargo from

Venice ex s.s. "Metecorini," transhipped

at Trieste.

Trieste ex s.s. "Korber," transhipped

at Bombay.

Optional Cargo will be discharged here unless

notice to the contrary be given immediately.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be

sent to the office of the Undersigned before

Noon on the 22nd inst., or they will not

be recognised.

All broken, chafed and damaged Goods are to

be left in the Godowns, where they will be

examined on the 21st inst., at 9.30 A.M.

No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the

22nd inst. will be subject to rent and to be

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,

Agents.

Prices Building.

Hongkong, 15th September, 1911. [1158]

ADVERTISEMENTS.

V. R. C.

ANNUAL SWIMMING SPORTS.

THURSDAY, 21st September, Commencing

at 5 P.M.

FRIDAY, 22nd September, Commencing

at 5 P.M.

SATURDAY, 23rd September, Commencing

at 4 P.M.

100 yards, 220 yards, 440 yards and 800 yards

Championships of the Colony, and many

other Events.

MILITARY BAND in attendance on

SATURDAY, 23rd September, on

which day afternoon tea will be provided for

Ladies.

ADMISSION: Non-members \$1 each day.

Ladies 50 cents each day.

Hongkong, 19th September, 1911. [1161]

GEO. FENWICK & CO., LIMITED.

(In Liquidation.)

THE Creditors of the above-named Company

are required on or before the 30th day of

September, 1911, to send their names and

addresses, and particulars of their Debts or

Claims, and the names of their Solicitors

(if any) to the Undersigned, the Liquidators

of the said Company, and further, if so required

by Notice in writing, personally or by their

Solicitors or Representatives, to come in and

prove their said Debts or Claims at such time

and place as shall be specified in such Notice,

AND NOTICE IS HEREBY GIVEN that in

default thereof, such Creditors will be

excluded from the benefit of any distribution

before such Debts are proved.

PERCY SMITH, SEPI & FLEMING,

Liquidators.

Dated at Hongkong this 16th day of Septem-

ber, 1911. [1159]

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of

the letting by Public Auction Sale, to be

held on MONDAY, the 25th day of

September, 1911, at 3 P.M., at the Office of the

PUBLIC WORKS DEPARTMENT, by Order of His

EXCELLENCY THE GOVERNOR, of One Lot

of CROWN LAND at Tai Ping Shan,

in the Colony of Hongkong, for a term of

75 years, with the option of renewal at a

CROWN RENT to be fixed by the Surveyor

of His Majesty the King, for one further

term of 75 years. [1161]

PARTICULARS OF THE LOT.

No. of Sub-Registry No.

Locality

Boundary Measurements

Contents

Annual Rent

Upset Price

1

South of District

Tung Shan

100' 99' 99' 99' 99'

3,750

92

14,376

HONGKONG CRICKET LEAGUE.

THE ANNUAL GENERAL MEETING

will be held in the Hongkong Cricket

CLUB PAVILION, TO-DAY (MONDAY), the

18th Sept., at 5.30 P.M.

A. E. ASGER,

Hon. Secretary and Treasurer.

Hongkong, 14th September, 1911. [1147]

THE ESTATE OF the late Mr. CHOA

CHUNG HOWE, Deceased.

NOTICE IS HEREBY GIVEN that

Creditors of the above Estate are requested

to send in particulars of their respective Claims

against the same to the Undersigned on or before

the 21st day of September, 1911, after which

all further Claims will be excluded. Creditors,

failing to send in their Claims in time, do so at

their own risk.

CHOA CHOO MOON,

Administrator of the above Estate.

No. 36, D'Aguiar Street, Hongkong.

Hongkong, 21st August, 1911. [1053]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL

MEETING of the DOUGLAS STEAMSHIP

COMPANY, LIMITED, will be held at the

Company's Office, on SATURDAY, the 23rd

day of September, 1911, at 12.15 o'clock in the

afternoon, when the subjoined Extraordinary

Resolution will be proposed.

1. That Art. 18 (3) of the Company's Articles

of Association be altered by substituting

the sum of \$50,000 for the sum of \$25,000

in line two.

Should the Resolution be passed by the

required Majority, it will be submitted for

confirmation as a Special Resolution to a

Second Extraordinary Meeting which will be

subsequently convened.

Dated the 15th day of September, 1911.

DOUGLAS, LAPRAIK & Co.,

General Managers.

1151

HONGKONG CLUB.

NOTICE.

THE TWENTIETH DRAWING OF

SIXTY-FIVE DEBENTURES of the

HONGKONG CLUB (1896 issue, \$1000 each)

was held in the Hongkong Club House,

Kowloon, on THURSDAY, the 14th September, 1911,

when the following Debentures were drawn for

Redemption:—

5 274 624 1274 1593

17 284 628 1286 1644

34 295 680 1355 1659

41 355 686 1359 1684

48 403 727 1379 1689

53 429 770 1394 1710

61 457 901 1397 1728

82 471 950 1408 1730

101 494 1043 1423 1797

106 503 1062 1471 1823

148 511 1070 1829 1889

166 595 1094 1832 1902

206 614 1160 1850 1994

and will be Payable at the HONGKONG AND

SHANGHAI BANKING CORPORATION, on

SATURDAY, the 30th September, 1911,

in Exchange for surrender of same.

By Order, JAMES CRAIK,

Secretary.

Hongkong, 14th September, 1911. [1152]

INTIMATION

LANE, CRAWFORD & CO.,

(TELEPHONE 971)

SHOOTING SEASON

BOOTS

\$12.50

\$14.00

\$17.50

per pair



LEGGINGS

\$5.50

\$8.50

\$10.00

per pair

FOX'S SPIRAL PUTTEES.

THERMOS FLASKS,
PICNIC FLASKS.
COMPLETE CAMP OUTFITS.
LANE, CRAWFORD & CO.

[1088]

PUBLIC COMPANY

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

THE ORDINARY GENERAL MEET-

ING OF SHAREHOLDERS will be

held at the Company's Office, on SATURDAY,

the 23rd September, at Noon, for the purpose of

receiving the Report of the General Managers

together with a Statement of Accounts to the

30th June, 1911.

The TRANSFER BOOKS of the Company

will be CLOSED from the 9th to the 23rd

September, 1911, both days inclusive.

DOUGLAS, LAPRAIK & Co.,

General Managers.

Hongkong, 5th September, 1911. [1113]

SITUATION WANTED.

BRITISHER (age 27),

SHIPPING

ARRIVALS.

ANNUET, British str., 16th Sept.—Canton.
 CRYSTAL MARU, Japanese str., 3,142, M. Tozawa, 16th Sept.—Mojito 11th Sept., General—Nippon Yusen Kaisha.
 CHONGSHING, Brit. str., 17th Sept.—Canton.
 CHUSSAN, British str., 1,418, C. J. Matlock, 17th Sept.—Cherbon 8th Sept., Sugar—Jardine, Matheson & Co.
 DAINI, Norwegian str., 382, P. Solverson, 16th Sept.—Tongay 15th September—Aagaard, Thorsen & Co.
 DAIYA MARU, Japanese str., 2,799, K. Kohaya, 17th Sept.—Wakamatsu 12th Sept., Coal—Mitsui Bussan Kaisha.
 FUKU MARU, Jap. str., 3,087, H. Tomioka, 16th Sept.—Mito 11th Sept., Coal—Mitsui Bussan Kaisha.
 GERMANIA, German str., 1,714, H. Frandson, 16th Sept.—Hogway via Hailow 13th Sept., General—Jensen & Co.
 HILLOW, British str., 1,559, G. Hooker, 16th Sept.—Tientsin, Weithaw, Chifoo and Swatow 15th Sept., General—Butterfield & Swire.
 THOMSON, British str., 1,234, A. G. R. Padda, 17th Sept.—Fochow 15th September, General—Butterfield & Swire.
 KGOVIL MARU, Japanese str., 461, Masuda, 16th Sept.—Hailow 13th Sept., Coal—Mitsui Bussan Kaisha.
 KWANGTAI, Chinese str., 1,536, Stewart, 16th Sept.—Shanghai 13th Sept., General—C. M. S. N. Co.
 MATOYU, British str., 3,420, W. H. Dormand, 15th September—Singapore 10th Sept., General—Sheehan, Tomes & Co.
 MEXICAN PRINCE, British str., 1,953, J. C. Young, 16th Sept.—Balk Pappas, Bulk oil—Asiatic Petroleum & Co.
 PEDERSEN, German str., 7,986, W. Bahle, 17th Sept.—Wosung 15th Sept., General—Hamburg-Amerika Linie.
 SHANSHI, British str., 17th Sept.—Canton.
 TATSUNO, Chinese str., 17th Sept.—Canton.
 TREMACUS, British str., 1,240, Fraser, 16th September—Saigon 11th Sept., General—W. P. S. S. N. Co.
 TRIUMPH, German str., 769, W. Longschwager, 16th Sept.—Haiphong 12th Sept., General—Jensen & Co.
 VESUVIUS, Norwegian str., 1,172, Bertelsen, 16th Sept.—Saigon 12th Sept., General—C. M. S. N. Co.
 ZAFIRO, American str., 2,797, M. C. Smith, 17th Sept.—Manila 14th Sept., General—Sheehan, Tomes & Co.

DEPARTURES.

16th September.
 CHONGSHING, British str., for Canton.
 CHYDEN, Chinese str., for Shanghai.
 DELTA, British str., for Europe, &c.
 HELEN, German str., for Haiphong.
 KONGSHING, German str., for Swatow.
 KONGSHING, British str., for Swatow.
 MEXICO MARU, Japanese str., for Kaohsiung.
 WEI, British str., for Hongkong.
 YVESANG, British str., for Manila.
 17th September.
 ANNUET, British str., for Shanghai.
 AUSTRIA, Austrian str., for Yokohama.
 C. D. HERRICH, German str., for Haiphong.
 DAIYA MARU, Japanese str., for Swatow.
 GERMANIA, German str., for Swatow.
 HALDIS, Norwegian str., for Swatow.
 HILLOW, British str., for Canton.
 KUMERIC, British str., for Manila.
 MARIS, German str., for Saigon.
 RAJABU, German str., for Swatow.
 ROSEBUD, British str., for Singapore.
 SONGAI, German str., for Haiphong.
 UNKAI MARU, Japanese str., for Moji.

SHIPPING REPORTS.

The American str. *Zafiro* reports: Moderate breeze and sea.
 The British str. *Chuang* reports: Light to moderate winds and sea.
 The British str. *Kwangtong* reports: Light to moderate variable winds, and fine clear weather throughout, sea smooth.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P. M. Co.'s str. *Monteagle*, from San Francisco, sailed from Yokohama on September 9th for Hongkong, via Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on September 22nd.
 The T. K. K. str. *Togo Maru* sailed from Honolulu on the 12th inst. for Hongkong, and is due to arrive at this port on or about the 3rd prox.
 The P. M. S. S. Co. str. *Persia* sailed from San Francisco on the 13th inst. en route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 13th inst.
 The N. D. L. str. *Prinz Sigismund* left Yape on the 11th inst., at 2 p.m., and may be expected here to-day.
 The N. Y. K. str. *Yamato Maru* (Australian Line) left Sydney for this port via ports on the 6th inst., and is expected here on the 25th inst.
 The E. & A. str. *Empire* from Sydney, &c., left Port Darwin on the 14th inst. for this port (via Timor and Manila).
 THE GERMAN MAIL.
 The I. G. M. str. *Daifling*, carrying the German Mail, with dates from Berlin of the 23rd ult., left Singapore on the 16th inst., at 3 p.m., and may be expected here on or about the 20th inst., at night.
 THE INDIAN MAIL.
 The Ahear str. *Lightning* from Calcutta left Singapore on the 12th instant afternoon, and may be expected here to-day.
 The Indo-China str. *Atang* left Calcutta for the Straits and Hongkong on the 7th inst., and is due here about the 23rd inst.
 MERCHANT STEAMERS.
 The H. A. Line str. *Sengamba* left Singapore on the 13th inst. p.m., and may be expected here to-morrow p.m.
 The str. *Glenfarg* left Singapore on the 14th inst., and is due here on or about the 20th inst.
 The Olof Wijk & Co. str. *Yaddo* left Vladivostok on the 12th instant, and is expected to arrive here on the 20th inst.
 The P. & O. S. N. Co.'s str. *Sunara* left Singapore for this port on the 15th inst., at 9 a.m., and is due here on the 20th inst., at about noon.
 The T. K. K. str. *America Maru* sailed from Honolulu on the 12th inst., en route to Hongkong, the mails, passengers and cargo to Hongkong, via Yokohama to S. S. Nippon Maru, transhipped at Yokohama to S. S. Nippon Maru, for this port via Japan and Manila on the 19th ult., and is due here on or about the 27th inst.
 The T. K. K. str. *Hongkong Maru* sailed from Valparaiso on the 9th instant for Hongkong via Iquique, Callao, Salina Cruz, Manzanillo, Honolulu, Yokohama, Kobe and Moji.
 The T. K. K. str. *Bayo Maru* arrived at Yokohama on the 16th inst., from South American ports, sails thence on the 15th inst., and is due to arrive here on or about the 29th inst.
 The T. K. K. str. *Shingo Maru* will sail from San Francisco on the 14th instant en route to Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP via SINGAPORE, &c.	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On 20th inst., at 10 A.M.
LONDON, &c., via USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	On 30th inst., at Noon
LONDON, HAMBURG & ANTWERP	GLEN TURRET	Brit. str.	k.w.	Jager	SHEWAN, TOMES & CO.	About 30th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	EDRIS BULOW	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 11th Oct.
ROTTERDAM & HAMBURG via STRAIT, &c.	DEUTSCHLAND	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINIE	On 31st Oct.
HAVRE, ROTTERDAM & HAMBURG, &c.	RHEINFELDS	Ger. str.	k.w.	Wayhausen	HAMBURG-AMERIKA LINIE	To-morrow
HAVRE, BREMEN & HAMBURG, &c.	SUEVIA	Ger. str.	k.w.	Kokhorn	HAMBURG-AMERIKA LINIE	On 25th Oct.
HAVRE & HAMBURG via STRAIT, &c.	SENDEMBIA	Ger. str.	k.w.	—	OLDF WISE CO., LTD.	About 20th inst.
HAVRE, BREMEN & HAMBURG, &c.	YEDDO	Swed. str.	—	Sommer	NIPPON YUSEN KAISHA	On 27th inst., at 11 A.M.
COPENHAGEN & ANTWERP via SINGAPORE, &c.	KAMO MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 27th inst., at 11 A.M.
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	AKI MARU	Jap. str.	—	R. Dannecker	SANDER, WIEBER & CO.	On 20th inst., at Noon
TRIESTE, &c., via SINGAPORE, &c.	VORWAERTS	Ger. str.	—	H. Fornes	MELCHERS & CO.	On 3rd Oct., at 11 A.M.
NAPLES GENOA ALGIER, GIBRALTAR & SOUTHAMPTON	BULOW	Jap. str.	—	K. Noda	OSAKA SHOSHEN KAISHA	On 10th Oct., at Noon
VICTORIA, C.B. & TACOMA via KEELUNG & JAPAN	CHICAGO MARU	Brit. str.	1 m.	S. Robinson	CANADIAN PACIFIC R. CO.	On 23rd inst., at 6 P.M.
VICTORIA, C.B. & SEATTLE via KEELUNG, &c.	TAMBA MARU	Brit. str.	1 m.	G. B. McGill	CANADIAN PACIFIC R. CO.	On 3rd Oct.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	W. Davidson	CANADIAN PACIFIC R. CO.	On 14th Oct., at Noon
VANCOUVER, B.C. & PORTLAND, &c.	KUMERIC	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	On 17th Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	MONTEAGLE	Am. str.	—	A. G. Stevens	PACIFIC MAIL S.S. CO.	On 30th inst., at 1 P.M.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONSIEUR	Am. str.	—	—	TOTO KAISEN KAISHA	On 6th Oct., at Noon
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	NIPPON MARU	Jap. str.	—	M. Yagi	PACIFIC MAIL S.S. CO.	On 29th inst., at Noon
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	1 m.	E. Finlayson	NIPPON YUSEN KAISHA	On 27th inst., at Noon
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	—	F. Bruening	MELCHERS & CO.	About 19th inst.
KOBE & YOKOHAMA	KAGO MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 28th inst., at 11 A.M.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 27th inst., at Noon
NAGASAKI, KOBE & YOKOHAMA	TITABOEN	Dut. str.	—	V. Zwart	JAVA-CHINA-JAPAN LYN	Quick despatch
JAPAN	BUTO MARU	Jap. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & CO., LD.	On 14th Oct., at Noon
MEXICAN, PERUVIAN & CHILEAN & JAPAN	CHEONGSHING	Dut. str.	1 m.	Hooker	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
TIENTSIN via SWATOW & CHEFOO	HUICHOW	Brit. str.	k.w.	M. Courtney	JARDINE, MATHESON & CO., LD.	To-morrow, at 4 P.M.
WEIHAWEI, CHEFOO & TIENTSIN	CHOYANG	Ger. str.	—	Eckhorn	HAMBURG-AMERIKA LINIE	On 20th inst.
SHANGHAI	SENDEMBIA	Ger. str.	—	F. Prosser	P. & O. S. N. Co.	On 20th inst., at 5 P.M.
SHANGHAI, KOBE & YOKOHAMA	DEUTSCHLAND	Ger. str.	—	W. H. Le Mare	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	SUMATRA	Brit. str.	1 m.	Wm. Lloyd Jones	JARDINE, MATHESON & CO., LD.	On 22nd inst., at Noon
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHESAN	Brit. str.	—	C. C. Williams	BUTTERFIELD & SWIRE	On 23rd inst., at Noon
SHANGHAI	HANGSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & CO., LD.	On 27th inst., at Noon
SHANGHAI	LEMAN	Brit. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	About 28th inst.
SHANGHAI, KOBE & MOJI	KUTSANG	Jap. str.	—	W. B. Hickey	P. & O. S. N. Co.	About 28th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	WAKABA MARU	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 28th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CANDIA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 28th inst.
SHANGHAI	DELTA	Brit. str.	—	M. v. Wijk Juriaans	P. & O. S. N. Co.	About 28th inst.
SHANGHAI	DEVANTA	Swed. str.	—	—	OLDF WISE CO., LTD.	About 17th Oct.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CANTON	Swed. str.	—	—	OLDF WISE CO., LTD.	Quick despatch.
SHANGHAI	TIBODAS	Dut. str.	—	—	OSAKA SHOSHEN KAISHA	On 20th inst., at 10 A.M.
FOOCHOW via SWATOW & AMOY	CHOSHUN MARU	Jap. str.	—	J. S. Roach	OSAKA SHOSHEN KAISHA	On 21st inst., at 1 P.M.
ANPING via SWATOW & AMOY	SOSHU MARU	Jap. str.	—	J. W. Evans	DOUGLAS LARPAIK & CO.	On 26th inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	—	Pannofather	BUTTERFIELD & SWIRE	On 20th inst., at 4 P.M.
SWATOW, AMOY & FOOCHOW	TAMING	Am. str.	—	M. C. Smith	SHEWAN, TOMES & CO., LD.	On 23rd inst., at 2 P.M.
MANILA, CEBU & ILOILO	ZAFIRO	Brit. str.	—	Toesak	JARDINE, MATHESON & CO., LD.	On 3rd Oct., at Noon
MANILA, CEBU & ILOILO	YUESANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO., LD.	To-morrow, at Daylight
MANILA	RUBI	Am. str.	—	S. Crosby	NIPPON YUSEN KAISHA	To-morrow
MANILA, CEBU & ILOILO	CLAYTON MARU	Jap. str.	—	Tozawa	JAVA-CHINA-JAPAN LYN	Quick despatch
BOMBAY via SINGAPORE & COLOMBO	TILATAP	Dut. str.	—	Rooy	DAVID SASSOON & CO., LTD.	To-morrow, at Noon
BATAVIA, CHERIBON, SARANG, &c.	JAPAN	Brit. str.	—	A. Stewart	JARDINE, MATHESON & CO., LD.	On 26th inst., at Noon
SINGAPORE, PENANG & CALCUTTA	NAMISANG	Brit. str.	—	G. M. B. Lyle	JARDINE, MATHESON & CO., LD.	On 3rd Oct., at Noon
SINGAPORE, PENANG & CALCUTTA	LAIKANG	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & CO., LD.	On 21st inst., at Noon
SINGAPORE, PENANG & CALCUTTA	MAUSANG	Brit. str.	—	Weigall	BUTTERFIELD & SWIRE	To-morrow, at Daylight
SANDAKAN	SUNGHIANG	Brit. str.	1 m.	H. Mathias	MELCHERS & CO.	Middle of Sept.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Semblil	MELCHERS & CO.	On 27th inst., at 9 A.M.
KWANG CHOW WANG & HAIPHONG	SI-KIANG	Fren. str.	—	E. de Catalano	MESSAGERIES MARITIMES	On 27th inst., at 9 A.M.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"BUELOW" Capt. H. FORMES	16,900	Wed. day, 20th Sept., at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"DEFFLINGER" Capt. F. PROSCH	17,000	About 26th Sept.
MANILA, YAP, MARONN, SAMAR, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. F. BRUENING	6,000	Saturday, 7th Oct., D'light.
KOBE and YOKOHAMA	"PRINZ SIGISMUND" Capt. F. BRUENING	6,000	About 19th Sept.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBIL, 5,000		Middle of Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to
NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.
 Hongkong, 11th September, 1911.

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD. BREMEN TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	ON
"GOEBEN"	17,000 tons	ON FEBRUARY 6TH.
"DERFLINGER" Capt. A. AHLBORN	17,300	ON FEBRUARY 21ST.
"PRINZ-BITEL FRIEDRICH" Capt. F. PROSCH	16,000	ON MARCH 5TH.
"YOROK" Capt. E. MALCHOW	17,000	ON MARCH 20TH.
"PRINZESS ALICE" Capt. J. RANDELMANN	20,300	ON APRIL 2ND.
"LUETZOW" Capt. P. GROSCH	17,300	ON APRIL 17TH.
"KLEIST" Capt. J. BOKFELDT	17,000	ON APRIL 30TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.
 CALLING AT NAPLES, GENOA, ALGIER, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.
 All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)
 EARLY BOOKING RECOMMENDED.
 For Further Particulars, apply to
MELCHERS & Co., GENERAL AGENTS.
 Hongkong, 1st September, 1911.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER. SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong	From Quebec
"EMPERESS OF JAPAN" SAT., 23rd Sept.	"EMPERESS OF IRELAND" FRI., 20th Oct.
"MONTEAGLE" SATURDAY, 14th Oct.	From St. John.
"EMPERESS OF INDIA" SAT., 4th Nov.	"EMPERESS OF BRITAIN" FRI., 1st Dec.
"EMPERESS OF JAPAN" SAT., 2nd Dec.	"EMPERESS OF BRITAIN" FRI., 25th Dec.

Steamships leave HONGKONG at 6 P.M.
 THE Quickest route to CANADA, UNITED STATES and EUROPE, sailing at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the latest wireless apparatus.
 Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10
 Intermediate on Steamers "443" "245"
 and 1st Class Railway "245"
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTEAGLE" or via Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China.
 Corner Pedder Street and Praya opposite Blake Pier.

VESSELS ON THE BERTH

For SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"JAPAN"
 Captain A. Stewart, will be despatched for the above Ports TO-MORROW, the 19th inst., at Noon.
 For Freight or Passage, apply to
DAVID SASSOON & Co., LTD., Agents.
 Hongkong, 15th September, 1911. [1140]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 FIUME AND TRIESTE (DIRECT),
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
 (Taking Cargo at through rates to the Persian Gulf, Red Sea, Black Sea, LANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"VORWAERTS"
 Capt. Dannecker, will be despatched as above on WEDNESDAY, 27th Sept.

This Steamer has capital accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight, apply to
SANDER, WIEBER & Co., Agents.
 Hongkong, 28th August, 1911. [3]

"GLEN" LINE OF STEAMERS.

For LONDON, HAMBURG AND ANTWERP.

THE Steamship

"GLEN TURRET"
 Will be despatched for the above Ports on or about 30th inst.
 For Freight or Passage, apply to
SHEWAN, TOMES & Co., Agents.
 Hongkong, 11th September, 1911. [1142]

PASSENGERS.

ARRIVED.

Per *Telemachus*, from Saigon, Mr. Barton.
 Per *Kwangtong*, from Shanghai, Mr. Lindner, and Mrs. Alarik.
 Per *Haichow*, from Tientsin, &c., Mr. Phillips, Mrs. Lardor, and Clark.

EXPECTED.
 Per N.Y.K. str. *Kaga Maru*, from London on the 19th August—Mr. and Mrs. L. Campbell, Miss Campbell, Mr. A. Somerville, &c., A. Hemmels, Lieut. and Mrs. C. F. G. Cameron, Mr. and Mrs. T. Castle, Miss C. Castle, Miss K. Skeels, Miss Castle, Rev. and Mrs. H. J. Raymer, Mr. J. K. Hay, Miss E. M. Melville, Master J. Roberts, Mr. H. A. Hare, Mr. K. Fujiwara, Messrs. Nishio, K. Kaneko, M. Rendall and W. Bloomfield.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Bucloe* left Shanghai on the 16th inst., at 5 a.m., via Foochow, and may be expected here to-morrow p.m.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c.

and for
 PRIVATE RESIDENTS AT THE OUTPOSTS,
 A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY

PRESS.

with which is incorporated

THE CHINA OVERLAND TRADE REPORT.

Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work
 Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works

GRAVING DOCK
 78' x 88' x 34' 6"
 Pumps empty Dock in 24 hours.
 THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SARDINIA Capt. C. C. Talbot, R.N.	10 A.M. 20th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUMATRA Capt. W. R. Le Mare, R.N. CANDIA Capt. W. R. Hickey, ...	5 P.M. 20th Sept. 28th Sept.	Freight and Passage. Freight only.
SHANGHAI	DELHI Capt. H. S. Bradshaw DEVANHA Capt. H. Powell	About 28th Sept. 13th Oct.	Freight and Passage. Freight and Passage.
LONDON via USUAL PORTS ASAYE OF CALL	ASAYE Capt. G. W. Cockman, R.N.	Noon. 30th Sept.	See Special Advertisement.

For Further Particulars apply to
HONGKONG, 18th September, 1911.
E. A. HEWETT,
Superintendent.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"SUNGKANG"	On 19th Sept. 11 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 19th Sept. 4 P.M.
WEIHAIWAI, CHEFOO and TIENTSIN	"HUICHOW"	On 19th Sept. 4 P.M.
SHANGHAI	"CHENAN"	On 21st Sept. 4 P.M.
MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"LINAN"	On 23rd Sept. 11 A.M.
SHANGHAI	"CHANGSHA"	On 27th Sept. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANTU".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the Saloons. A daily qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KALPONG" is situated on Deck aft.
SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.
These Steamers Land, Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.
REDUCED FARES—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to—
HONGKONG, 18th September, 1911.
BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)	STEAMERS	TO SAIL
SHANGHAI	"CHOYANG"	Tuesday, 19th Sept. Noon.
TIENTSIN via SWATOW & CHEFOO	"CHEONGSHING"	Tuesday, 19th Sept. 4 P.M.
SANDAKAN	"HAUSANG"	Thursday, 21st Sept. Noon.
SHANGHAI	"HANGSANG"	Friday, 22nd Sept. Noon.
MANILA	"LOONGSANG"	Saturday, 23rd Sept. 2 P.M.
SHANGHAI, MOJI & KOBE	"KUTSANG"	Tuesday, 26th Sept. Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 26th Sept. Noon.
MANILA	"YUENSANG"	Saturday, 30th Sept. 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 3rd Oct. Noon.

RETURN TOURS TO JAPAN,
(OCCUPYING 24 DAYS).
The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yantai, Tientsin, Weihaiwei, Chefoo, Tientsin and Newchwang.
Taking Cargo on through Bills of Lading to Kulsat, Lahad, Davao, Singapore, Two Takan, Jesselton and Labuan.
Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to—
HONGKONG, 18th September, 1911.
JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."	STEAMERS	TO SAIL
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,		
MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.		
TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.		
NEXT SAILINGS FROM HONGKONG:		
OUTWARD.		
FOR SINGAPORE, KOBE and YOKOHAMA:		
S.S. SENEGAMBIA ... 20th Sept.		
S.S. BAYERN ... 6th Oct.		
S.S. ARCADIA ... 18th Oct.		
S.S. SLAVONIA ... 3rd Nov.		
S.S. SCANDIA ... 16th Nov.		
S.S. SPEZIA ... 2nd Dec.		
For Further Particulars, apply to—		
HAMBURG-AMERIKA LINIE, Hongkong Office.		

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS	STEAMERS	TO SAIL
HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.		
FOR SWATOW, AMOY and FOOCHOW AND RETURN. (Occupying 9 to 10 Days).		
STEAMSHIPS	CAPTAIN	LEAVING
"HAITAN" ...	Capt. J. S. Rouch	THURSDAY, 21st Sept. at 1 P.M.
"HAIYANG" ...	Capt. J. W. Evans	TUESDAY, 26th Sept. at 1 P.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).		
For Freight and Passage, apply to—		
DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.		

HONGKONG, 18th September, 1911.

TOYO KISEN KAISHA

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO
to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC
LINES for EUROPE.

STEAMERS	TONS	CAPTAIN	DATE OF SAILING
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 6th Oct. at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct. at Noon.
SHUNYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov. at Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec. at Noon.

Triple Screw, turbine engines. * Twin Screw.
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "NIPPON MARU" will be despatched for SAN
FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and
HONOLULU, on FRIDAY, 6th October, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO.)
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

STEAMERS	TONS	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 14th October, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th February, at Noon.

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN
and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU,
on SATURDAY, 14th October, at Noon.

TO LONDON	FARES FROM HONGKONG:
TO VALPARAISO	£71.10.0.
	Yen 570.00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their
families when travelling at their own expense—
TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic,
Consular or Civil Services located in Asia, European Officials in the Service of the Govern-
ment of China and Japan.
TO CANADIAN AND UNITED STATES PORTS:—Commissioned Officers of the
United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.
TO ALL PORTS:—Missionaries and their families.
(These concessions apply to San Francisco Line Only).
These magnificent steamers are most up-to-date and luxurious in every way. Excellent
cuisine and accommodation.
"TENYO MARU", "CHIYO MARU" and "SHUNYO MARU" are fitted with
Turbine Engines and Triple Screws. Record Speed 21½ knots.
Through Bills of Lading issued to North, Central and South American Ports.
For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for
KWANG CHOW WANG and HAIPHONG,
on WEDNESDAY, the 27th Sept., 1911, at 9 A.M.

For Passage and Freight apply to
P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY
(The only direct train service, without transshipment, also short-
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR	STEAMERS	TONS	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct. at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 17th Oct. at 11 A.M.

* The s.s. "Canada Maru" will not call at Keelung.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention
given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING via SWATOW and AMOY	"SOSHU MARU"	WED'DAY, 20th Sept. at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WED'DAY, 27th Sept. at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local
Branch Office, at Second Floor, No. 1, Queen's Buildings

772-778
S. HIROL
MANAGER

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leaves	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	2 days earlier	1 day later

Steamer	Tons	P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 3	MANTUA	11000	March 2	March 8
HIMALAYA	7000	February 17	MACEDONIA	10500	March 16	March 22
DELHI	8000	March 2	MOREA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOLDAVIA	11000	April 27	May 3
DELTA	8000	April 13	MALWA	11000	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
DELHI	8000	May 11			June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those
for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE £105.14 RETURN.
2nd £48.8 2nd £72.12
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leaves	Due
	HONGKONG	LONDON

Steamer	Tonnage	about	about
NYANZA	7000	February 7	March 22
NILE	7000	March 6	April 19
NUHIA	6000	April 3	May 17
SUMATRA	5000	April 17	May 31
NAMUR	7001	May 1	June 14
PALAWAN	5000	May 13	June 29
BORNEO	5001	May 23	July 13
SYRIA	7000	June 12	July 27
NORE	7000	June 26	August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
FARES TO LONDON:
1st SALOON £50.00 SINGLE £82.10 RETURN.
2nd £38.10 2nd £57.4
For further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGA- PORE, PENANG COLOMBO, SUZ and PORT SAID	KAMO MARU Capt. F. L. Sommer AKI MARU Capt. K. Homma	9,000 7,000	WED'DAY, 27th Sept. at Daylight. WED'DAY, 11th Oct. at Daylight.
VICTORIA, B.C. & SEATTLE	MISHIMA MARU Capt. A. F. Moses	9,000	WED'DAY, 25th Oct. at Daylight.
SADO MARU Capt. J. Richards		7,000	SATURDAY, 7th Oct. from Kobe
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. K. Noda AWA MARU Capt. Iritawa	7,000 7,000	TUESDAY, 10th Oct. at Noon. TUESDAY, 7th Nov. at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi KUMANO MARU Capt. M. Winckler	5,000 7,000	FRIDAY, 29th Sept. at Noon. FRIDAY, 27th Oct. at Noon.
SHANGHAI, MOJI and KOBE	WAKASA MARU Capt. N. Nielsen	7,000	WED'DAY, 27th September.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winckler	7,000	WED'DAY, 27th Sept. at Noon.
KOBE and YOKOHAMA	KAGA MARU Capt. M. Hagino	7,000	THURSDAY, 28th 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Tozawa	6,000	TUESDAY, 19th September

§ Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS

BETWEEN
KOBE & CALCUTTA.

REGULAR SERVICE (once in every 13 days)

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE,
PENANG AND RANGOON.

The First Steamer to sail from Hongkong:—
"JINSEN MARU," TONS 3,782, CAPT. MACHIDA, ON 26th SEPT.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For further information, apply to—
T. KUSUMOTO, MANAGER.

[1061-14-40]

